



FY 2013 CMAQ Competitive Program

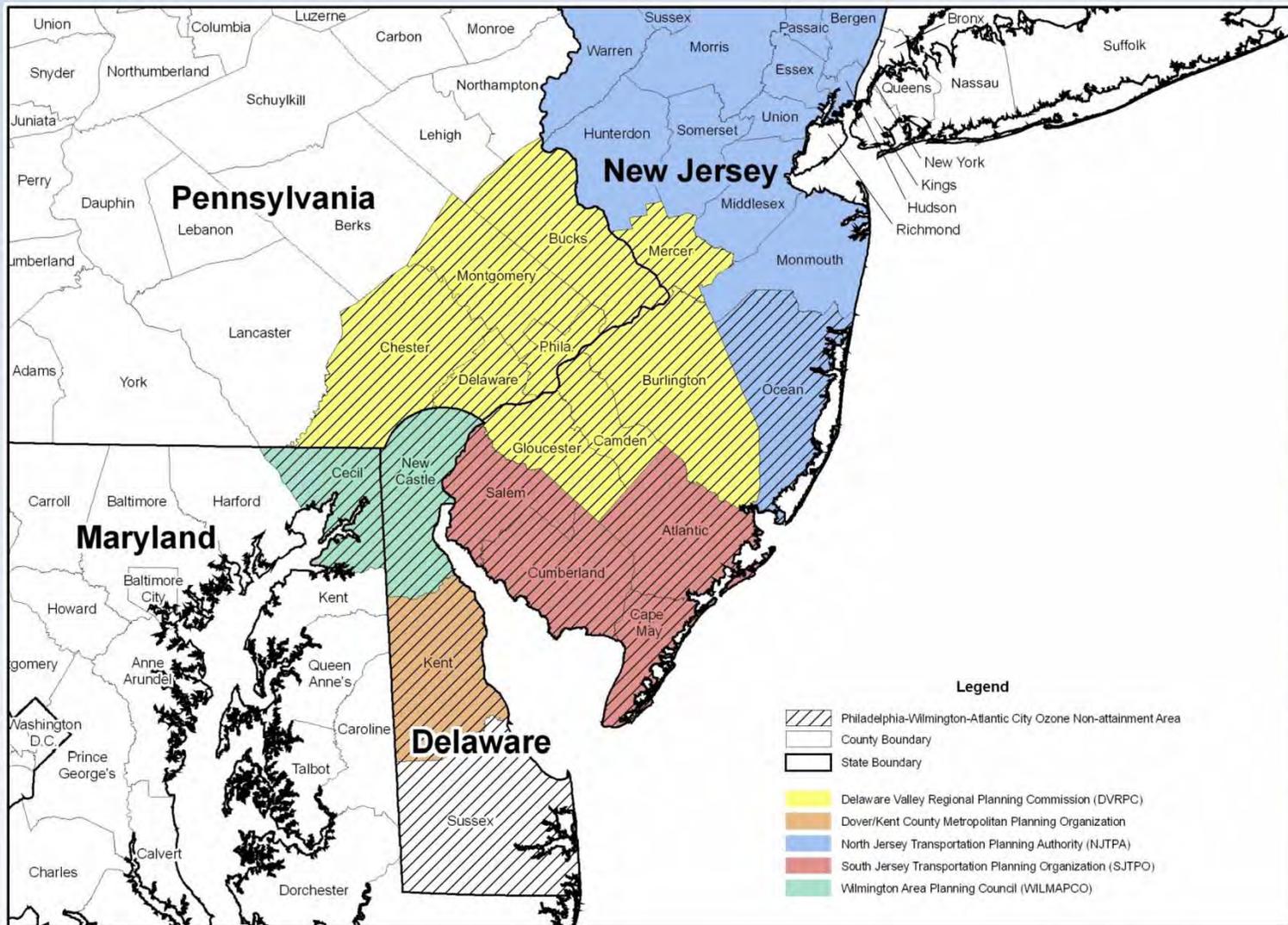
A Program to Fund Cost Effective Measures to Reduce Emissions from the Transportation Sector

DVRPC Goods Movement Task Force
January 18, 2012

What is the Congestion Mitigation and Air Quality Improvement Program?

- The CMAQ Program is a source of federal transportation funds created by the transportation funding bill (ISTEA) in 1991 and reauthorized in 2005 (SAFETEA-LU).
- “to fund transportation projects or programs that will contribute to the attainment or maintenance of the National Ambient Air Quality Standards”.
- In English:
 - CMAQ funds transportation projects that will help improve air quality in areas not meeting the federal health based standards.

Philadelphia–Wilmington–Atlantic City Ozone Non–Attainment Area



How Much Funding is Available?

- In Pennsylvania - \$8 million for fiscal years 2013 and 2014
- In New Jersey - \$2.6 million for fiscal years 2013 through 2015
- Federal fiscal years begin on October 1

Who is Eligible to Apply for Funds?

- Public Agencies
- Non-profits and Private firms
 - Non-profits and private firms must partner with a public agency
 - Partnerships must have legal agreement stating the responsibilities of partners and long term maintenance and ownership of project
 - Public-Private Partnerships must demonstrate benefit for the public good
- Individuals may not apply

What Types of Projects Are Eligible?

- Cost effective projects that reduce emissions directly (emissions controls, anti-idling) or by reducing congestion (operations improvements, utilization of transit)
- All projects must demonstrate a reduction in harmful emissions from the mobile sector (construction and off-road vehicles are eligible)
- Ineligible project types include:
 - Highway capacity projects
 - Transit maintenance
 - Highway reconstruction
- See handout for list of eligible project types

Samples of Eligible Projects



How will Projects be Selected?

- Projects will be selected by DVRPC selection committee consisting of transportation officials, county representatives, representatives of transit, freight and the public
- Projects will be screened for emissions reductions and cost effectiveness, consistency with DVRPC CMP, and Long Range Plan Goals
- Other selection criteria still being finalized but may include:
 - Project readiness
 - Sponsor capacity
 - Service to an EJ Community
 - Percent of local match

What is the Proposed Timeline?

- Late February 2012 – Grant Application Period Opens
- Late February 2012 – Mandatory Information Sessions for Applicants
- April 2012 – Applications Due
- May 2012 – Deadlines for Partner Letters of Commitment
- May 2012 – Project Screening and Evaluation
- June 2012 – Final Project Selection
- August 2012 – Notification to Selected Project Sponsors

Questions?

- More information available at www.dvrpc.org/cmaq
 - Potential applicants can sign-up for email alerts and updates
 - Federal guidance
 - List of previously awarded projects
 - Applications and program guidance will be posted
- Contact: Sean Greene
sgreene@dvrpc.org

Thanks!



Kinder Morgan Fairless Terminals

Kinder Morgan Fairless Terminals

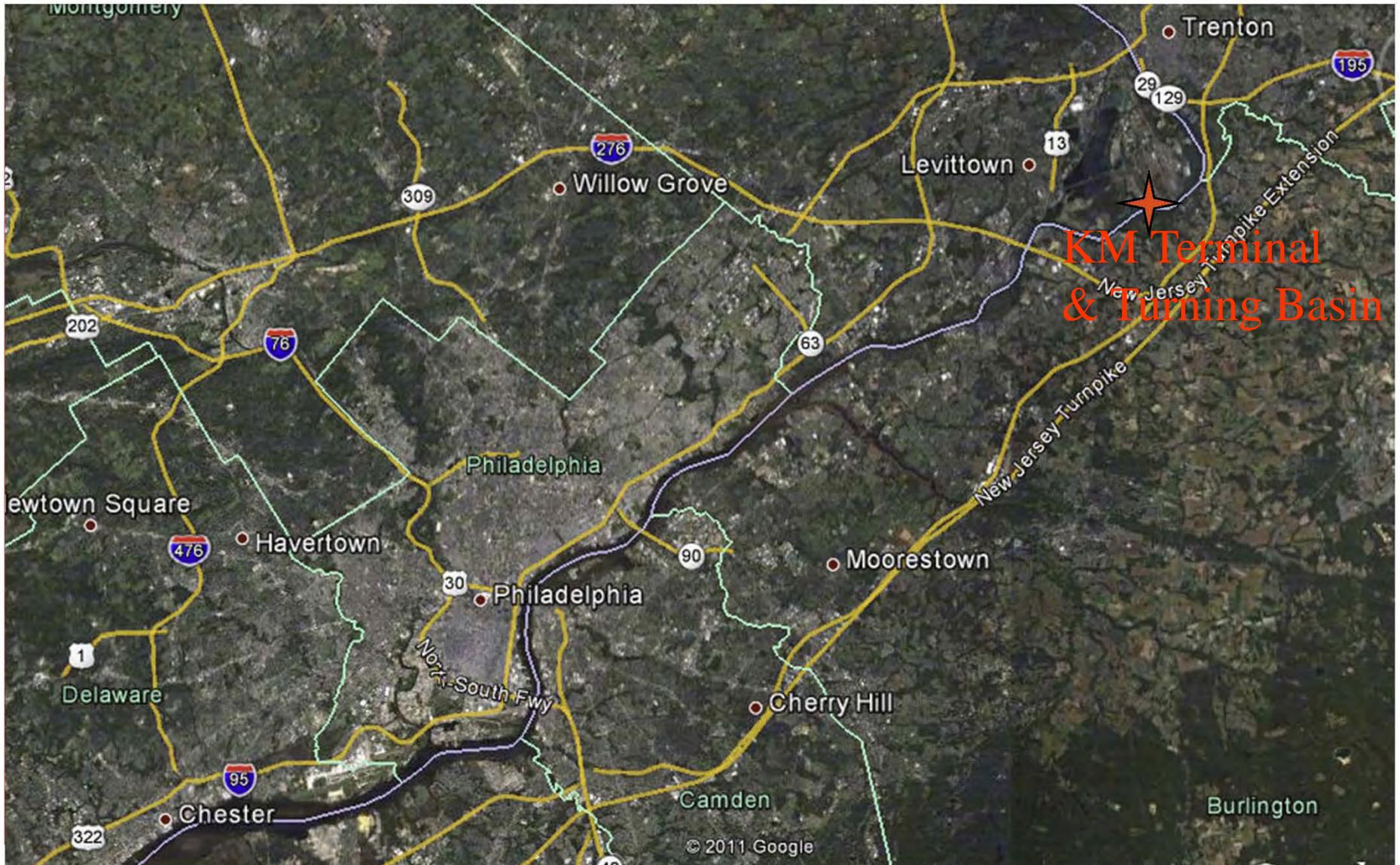
At the

Keystone Industrial Port Complex (KIPC)

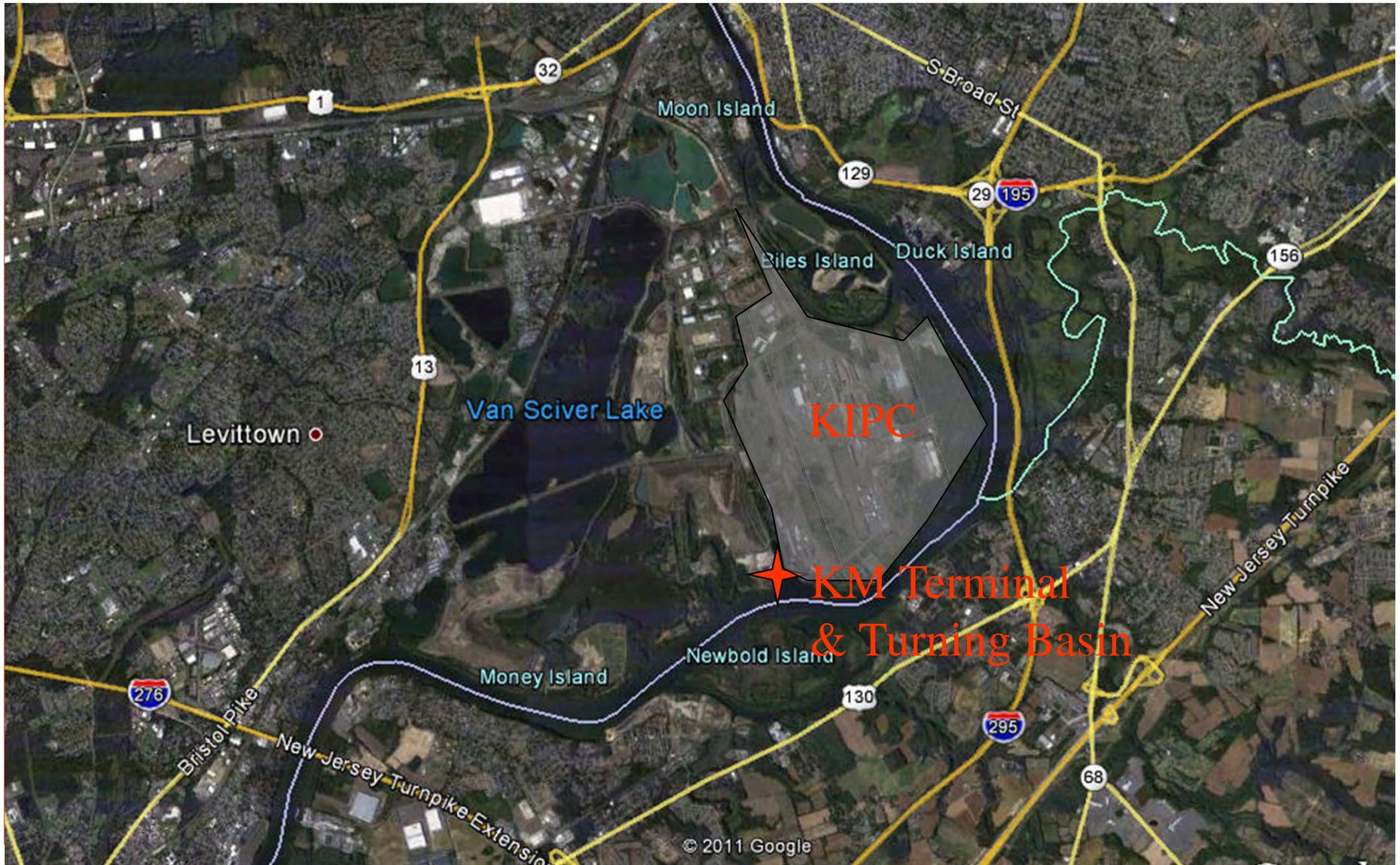
James D. Schine, Commercial Manager

January 18, 2012

Delaware Valley Regional Context



South-Eastern Bucks County Area





USS Hot Side Demolition begins 1993



KINDER MORGAN
TERMINALS



May 1993 Port Condition



KINDER MORGAN
TERMINALS





2007 RACP Grant Expenditure for Port Improvements

Illustration of Kinder Morgan Terminals Facility
2007 RACP Grant Expenditure - \$700,000
Overhead Site Lighting, Work Surface Paving, Dock Repairs and Dock Fendering System



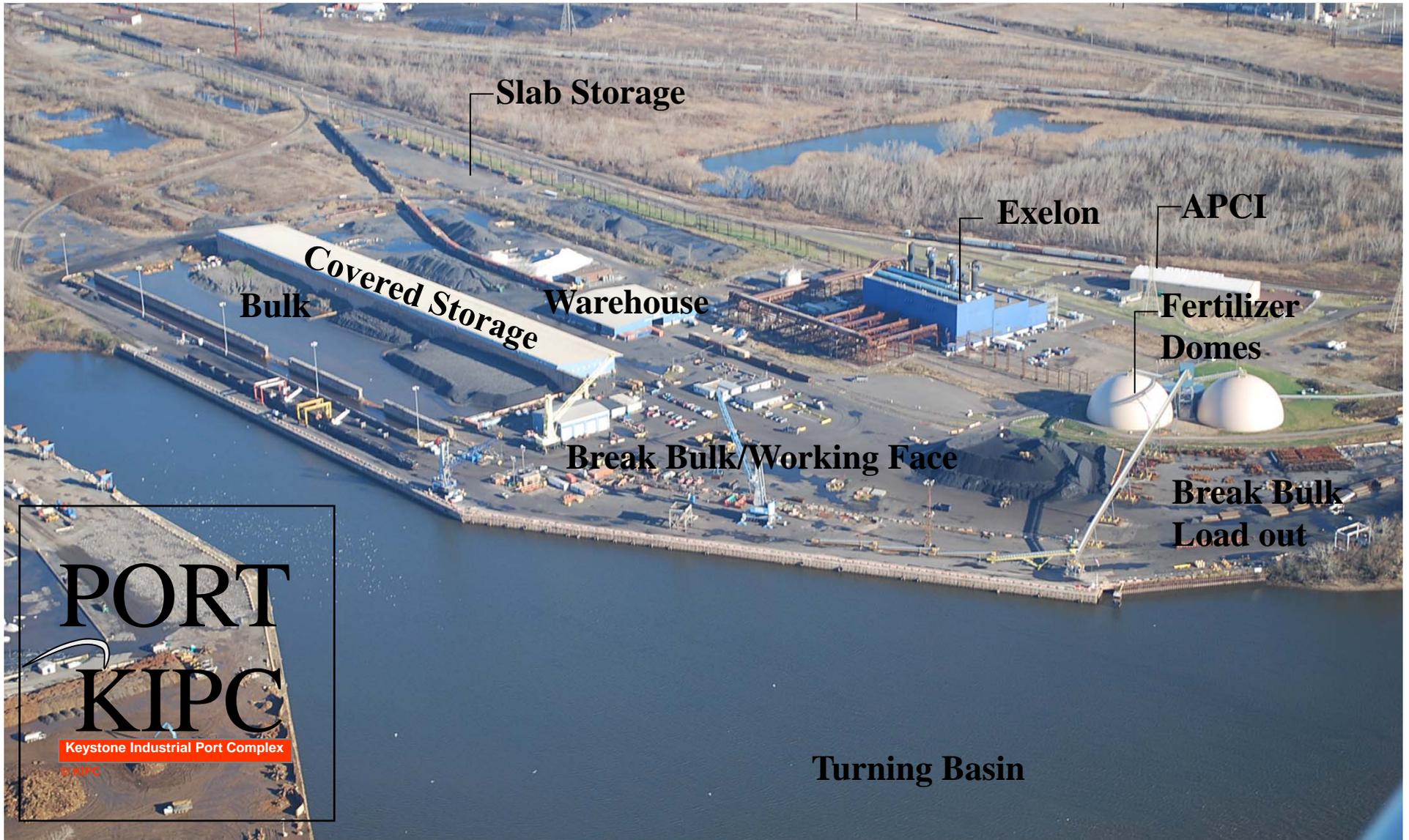


KIPC Aerial View to North, Turning Basin to South





Kinder Morgan Port Area





View to North:
Port, Domes, Storage, Rail Road Tracks, Mobile Cranes



PORT
KIPC

Keystone Industrial Port Complex

© KIPC



View to East across Port & Turning Basin







Kinder Morgan Dock Equipment



KINDER MORGAN
TERMINALS

Kinder Morgan Gottwald Crane





Kinder Morgan Intermodal Straddle Crane







New Port Rail Line





Kinder Morgan Fertilizer Storage Domes





Kinder Morgan Product Storage





Kinder Morgan Product Storage





Air Products – Heat Exchanger Fit Out facility





Air Products & Chemicals Inc – Heat Exchanger



APCI - Heat Exchanger Loaded to Vessel



Existing Port Rail System

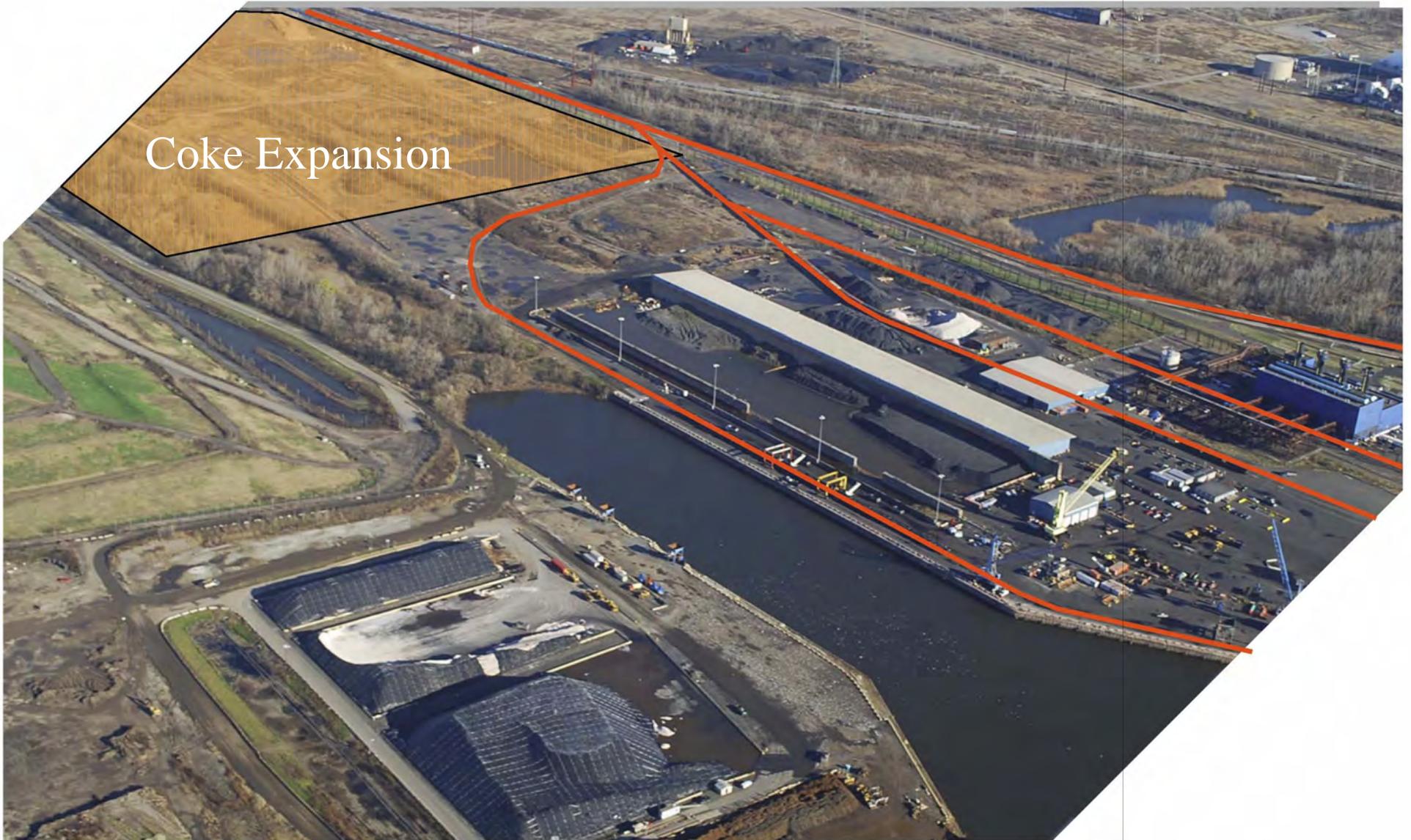


KIPC

Keystone Industrial Port Complex

© KIPC

Coke Expansion



KINDER MORGAN
TERMINALS



**PORT
KIPC**

Keystone Industrial Port Complex

© KIPC



Kinder Morgan 2011 Operations & 2012 Projections

2011 KM Port Operations

Bulk Material –	500,000 tons
Break Bulk Cargo	380,000 tons
Vessels handled	54 inc. 7 barges

Projected 2012 KM Port Operations

Bulk Material –	1,100,000 tons
Break Bulk Cargo	300,000 to 400,000 tons
Projected vessels to be handled	65

James D. Schine, Commercial Manager

215-736-1419



Kinder Morgan Terminals Facility



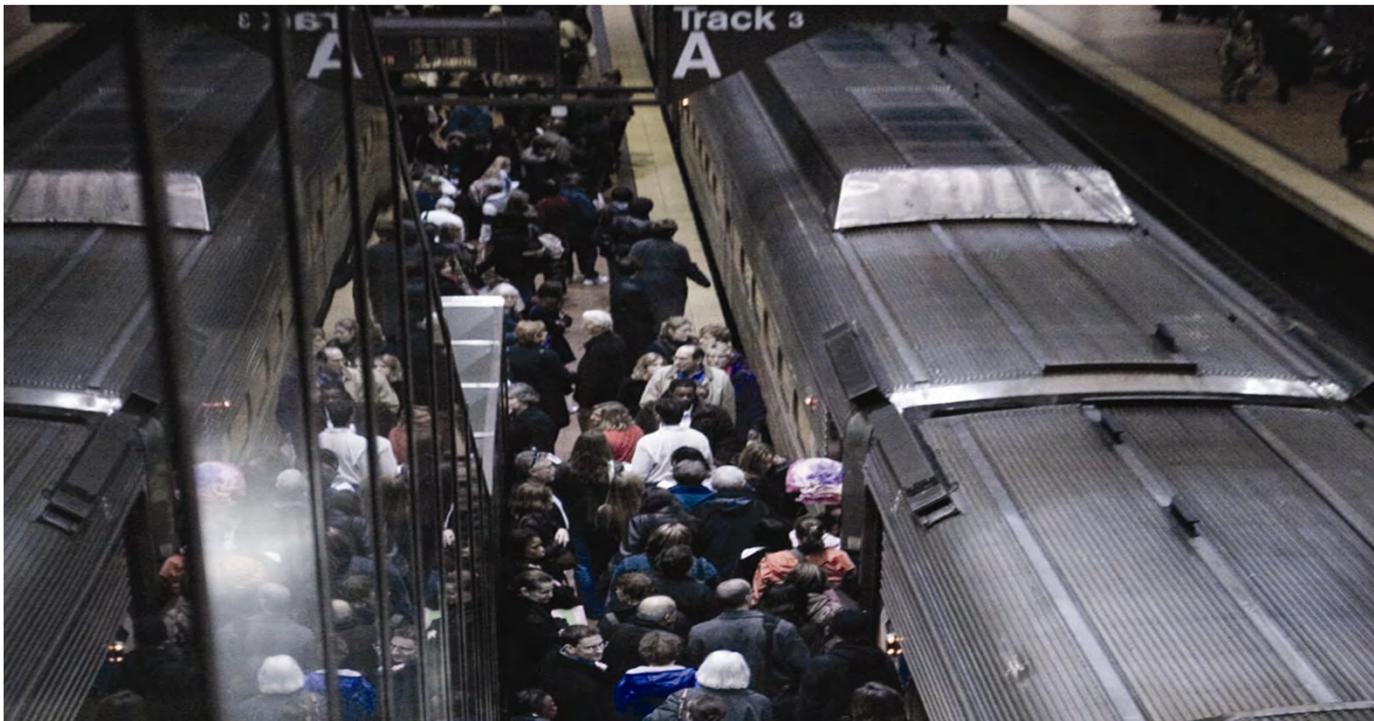


Kinder Morgan Terminals



SEPTA, Freight & Amtrak: Relationships in the Region *Overview of Operations, Ownership & Rights*

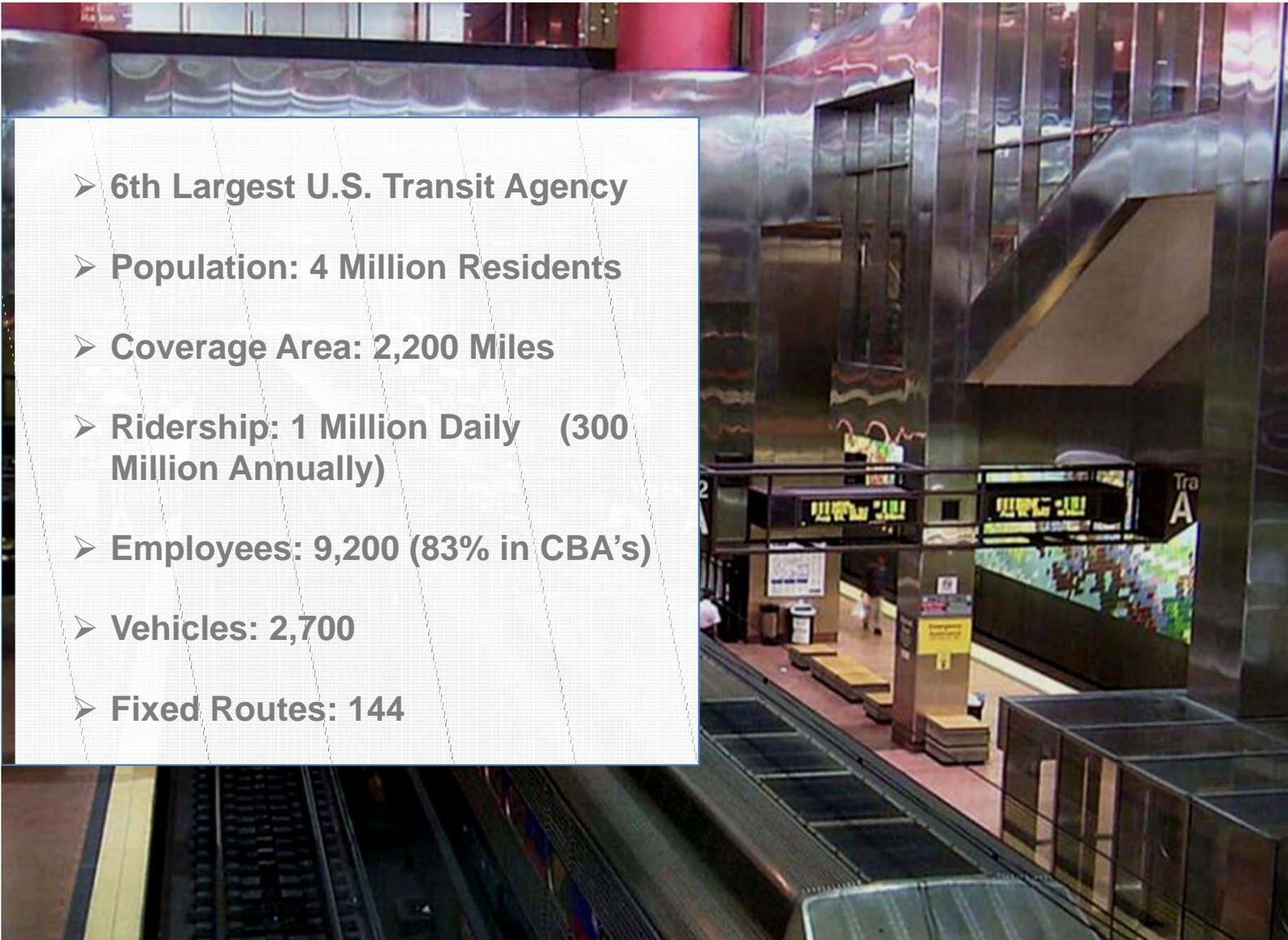
Byron S. Comati
Director of Strategic Planning & Operational Analysis
Southeastern Pennsylvania Transportation Authority



DVRPC Freight Advisory Committee Meeting
Presentation;
January 19th, 2012

SEPTA'S EXPANSIVE REGIONAL FOOTPRINT

- **6th Largest U.S. Transit Agency**
- **Population: 4 Million Residents**
- **Coverage Area: 2,200 Miles**
- **Ridership: 1 Million Daily (300 Million Annually)**
- **Employees: 9,200 (83% in CBA's)**
- **Vehicles: 2,700**
- **Fixed Routes: 144**



SEPTA'S MULTIMODAL SERVICE NETWORK

Motor Bus: 1,507



Commuter Rail: 357



Light Rail: 26



Heavy Rail: 343



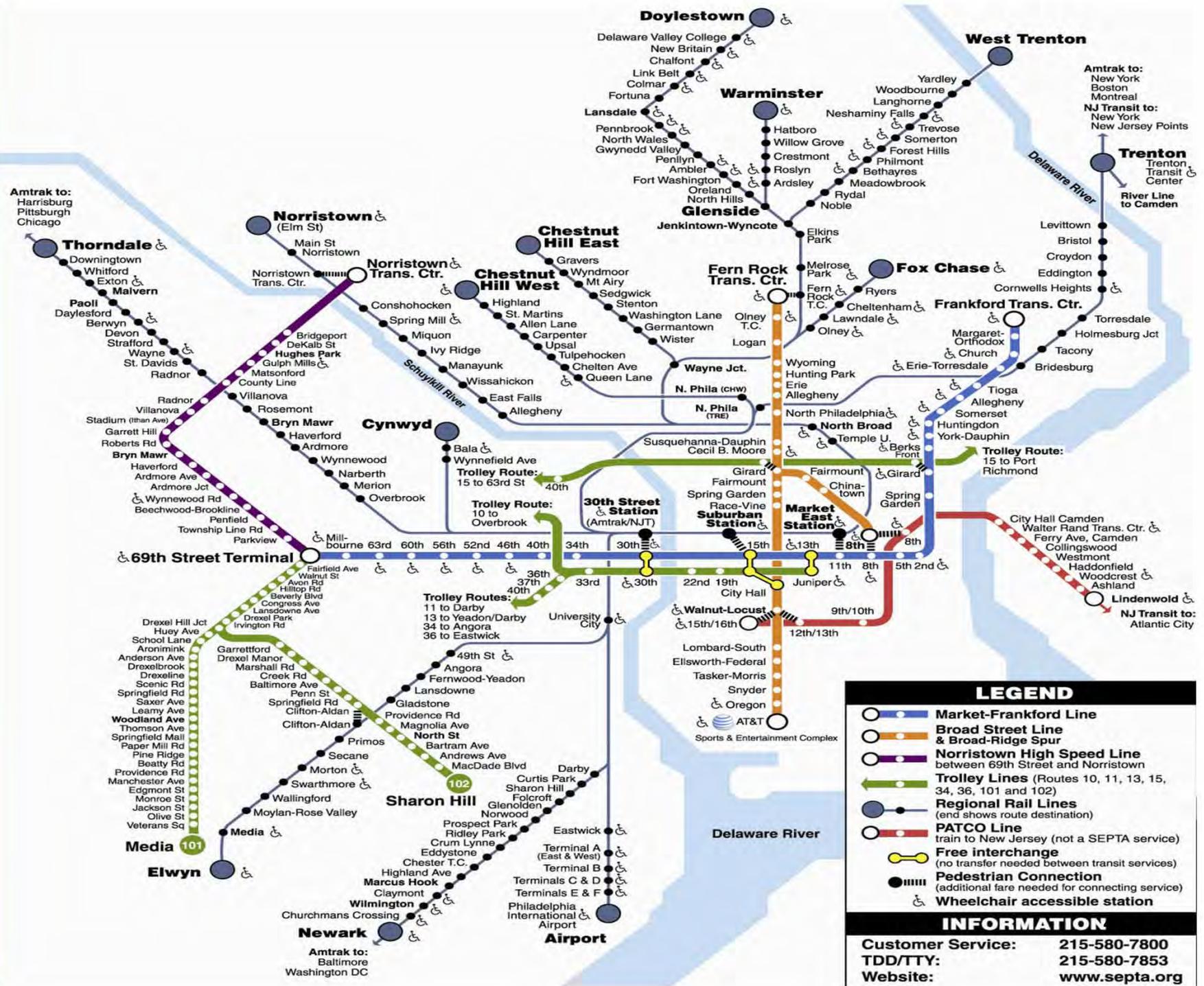
Streetcar: 159



Trackless Trolley Bus: 38



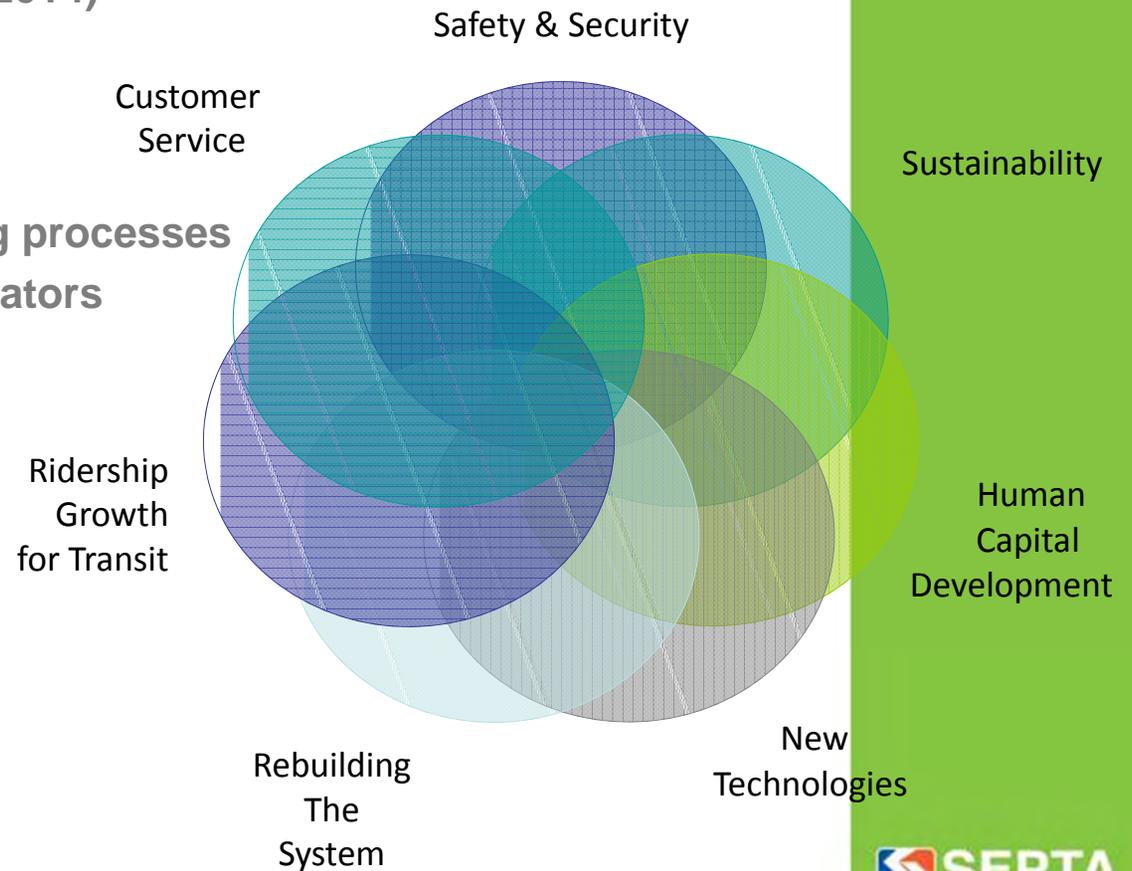
SEPTA Regional Rail & Rail Transit



SEPTA STRATEGIC BUSINESS PLAN: Planning Initiatives

SEPTA
Partnering for
Regional
Sustainability

- Strategic Business Plan (2009-2014)
- Vision; Mission; Core Values
- 7 Strategic Objective Areas
- Integration & Co-Dependency
- Plan as driver of other planning processes
- 16 Core Key Performance Indicators

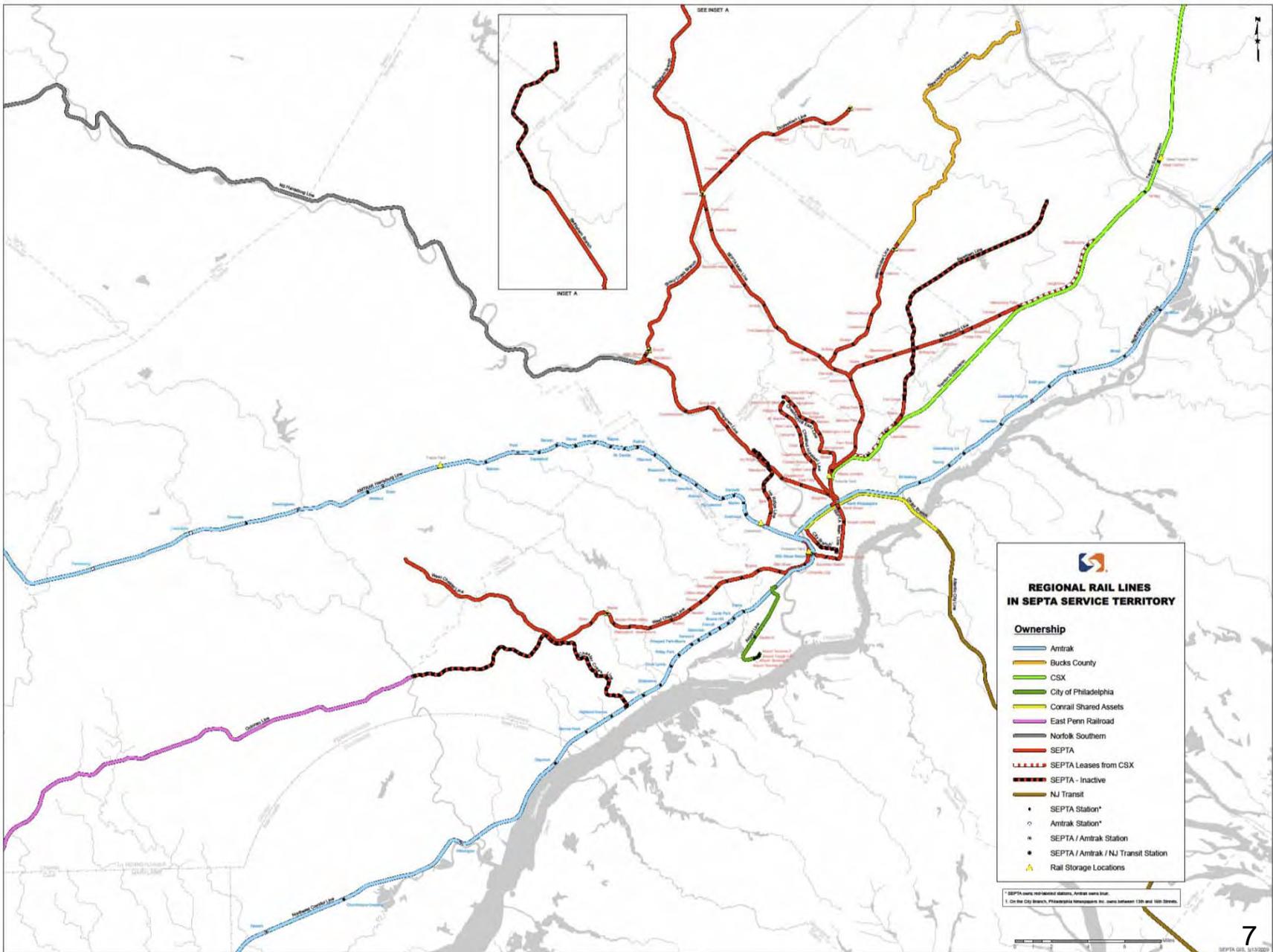


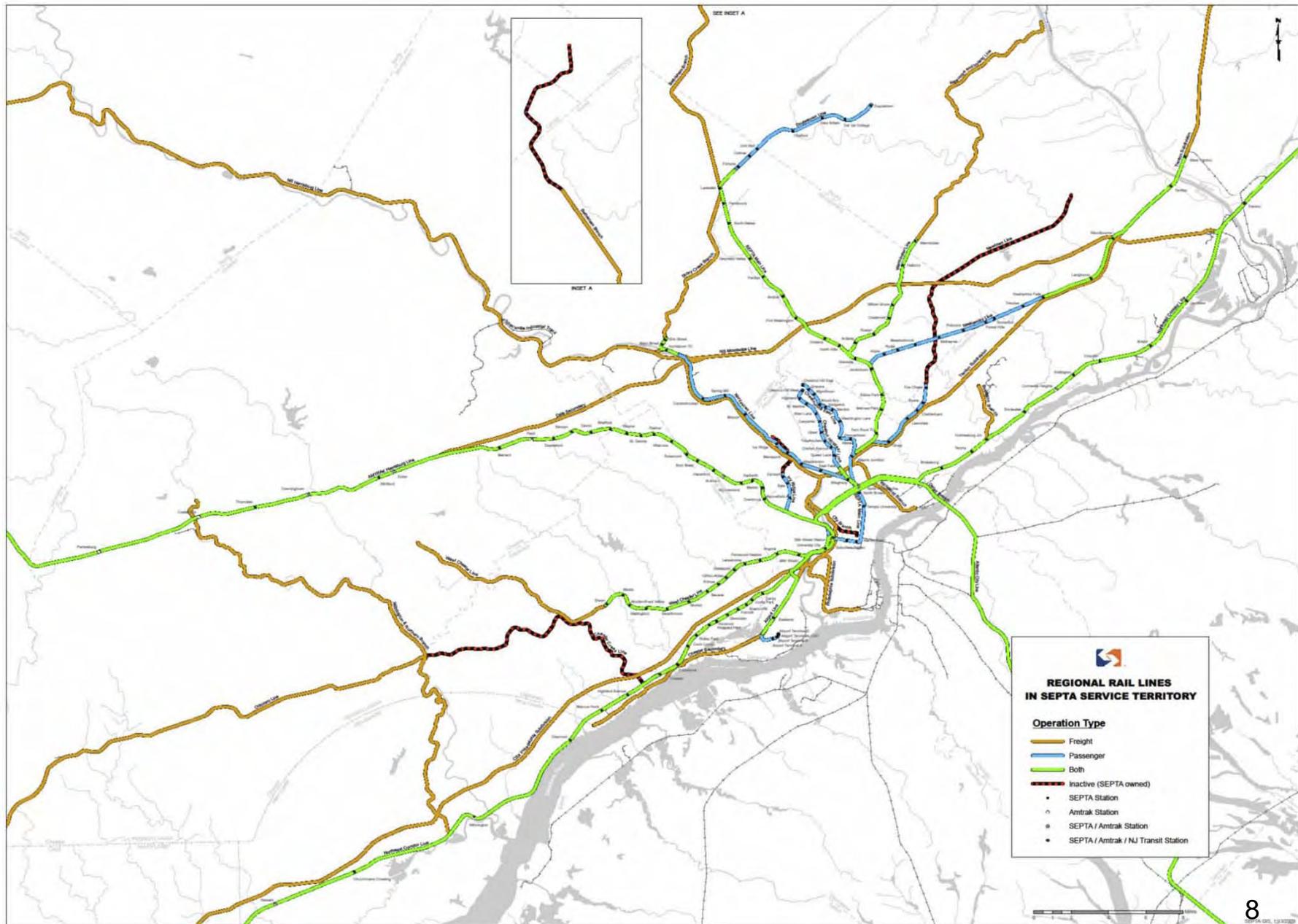
SEPTA, Freight & Amtrak: Relationships in the Region

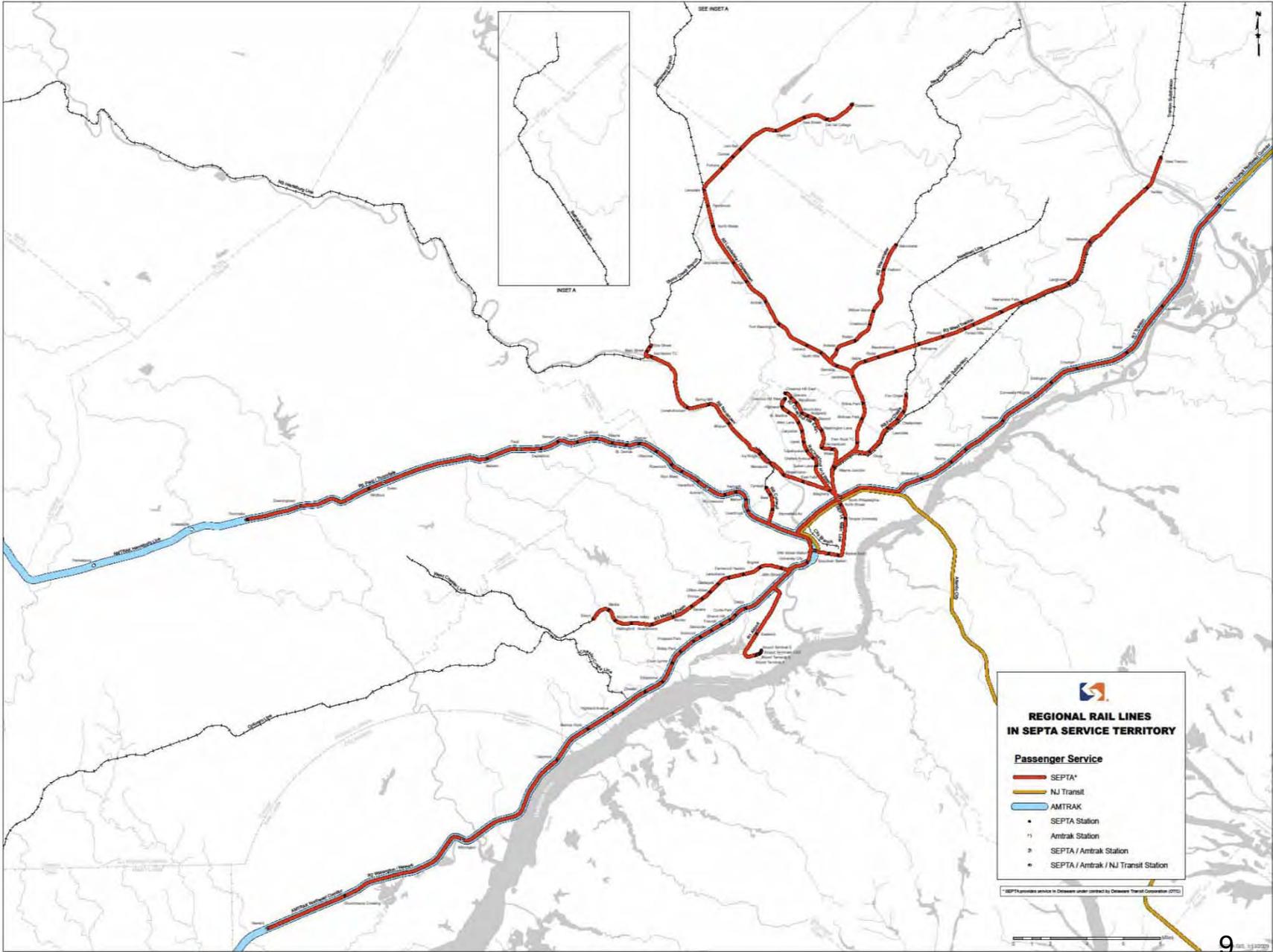
Overview of Operations, Ownership & Rights

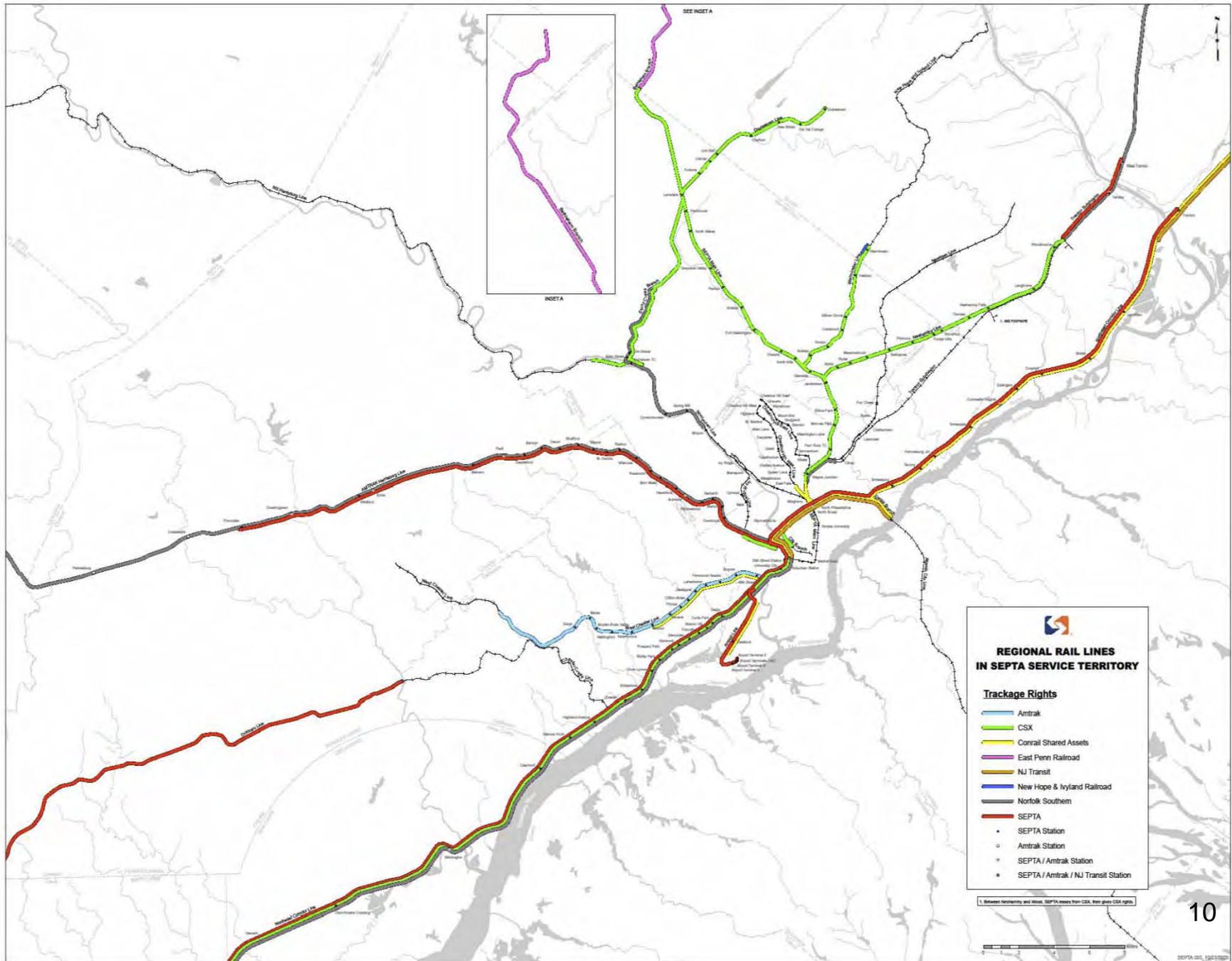
Elements of the Relationships;

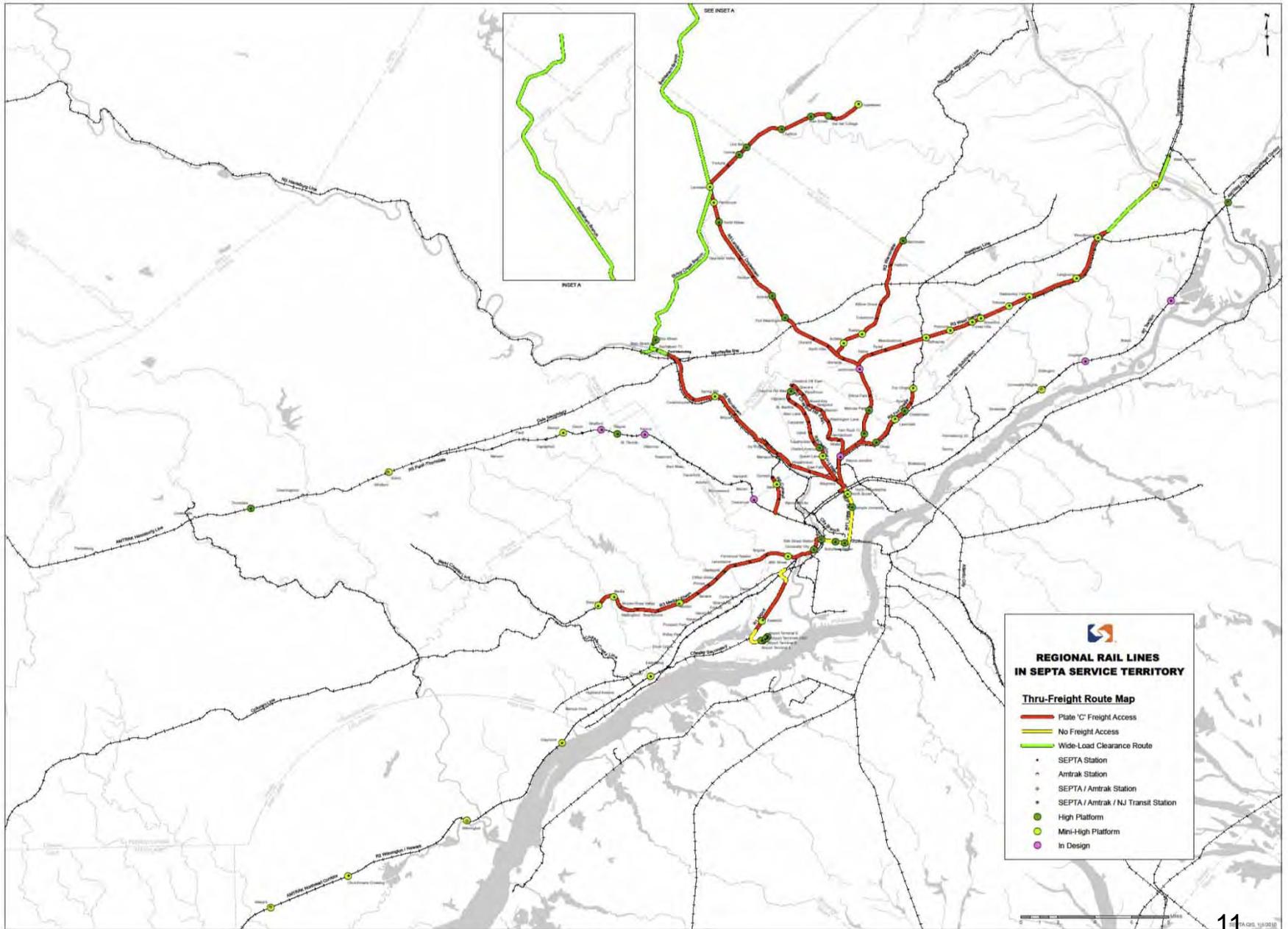
- **ROW Ownership**
- **Type of Operations**
- **Contracted Services**
- **Trackage Rights**
- **Dispatching & Control of Train Movement**
- **Number of Tracks**
- **Leases**
- **Long Term Plans**

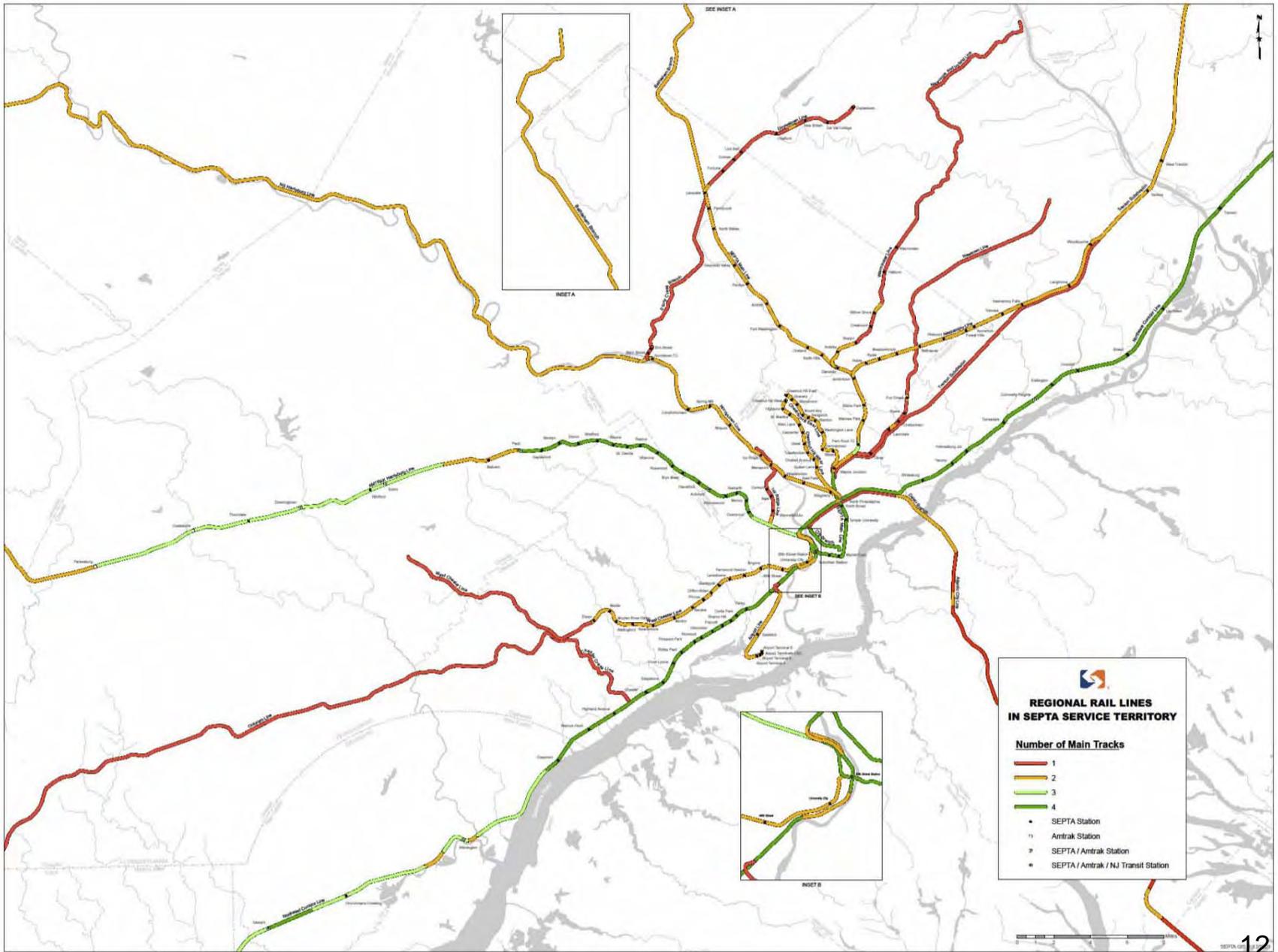


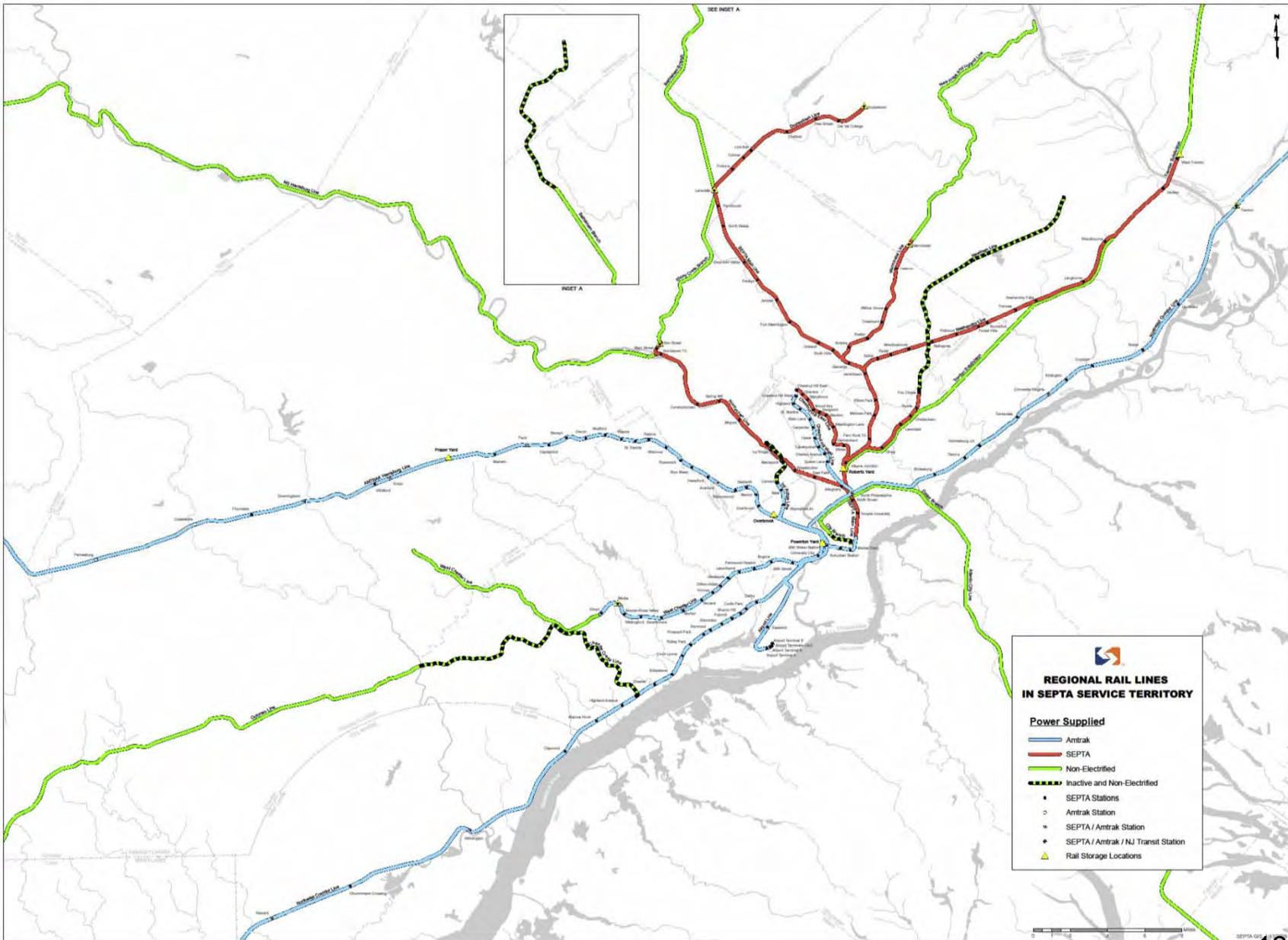












**REGIONAL RAIL LINES
IN SEPTA SERVICE TERRITORY**

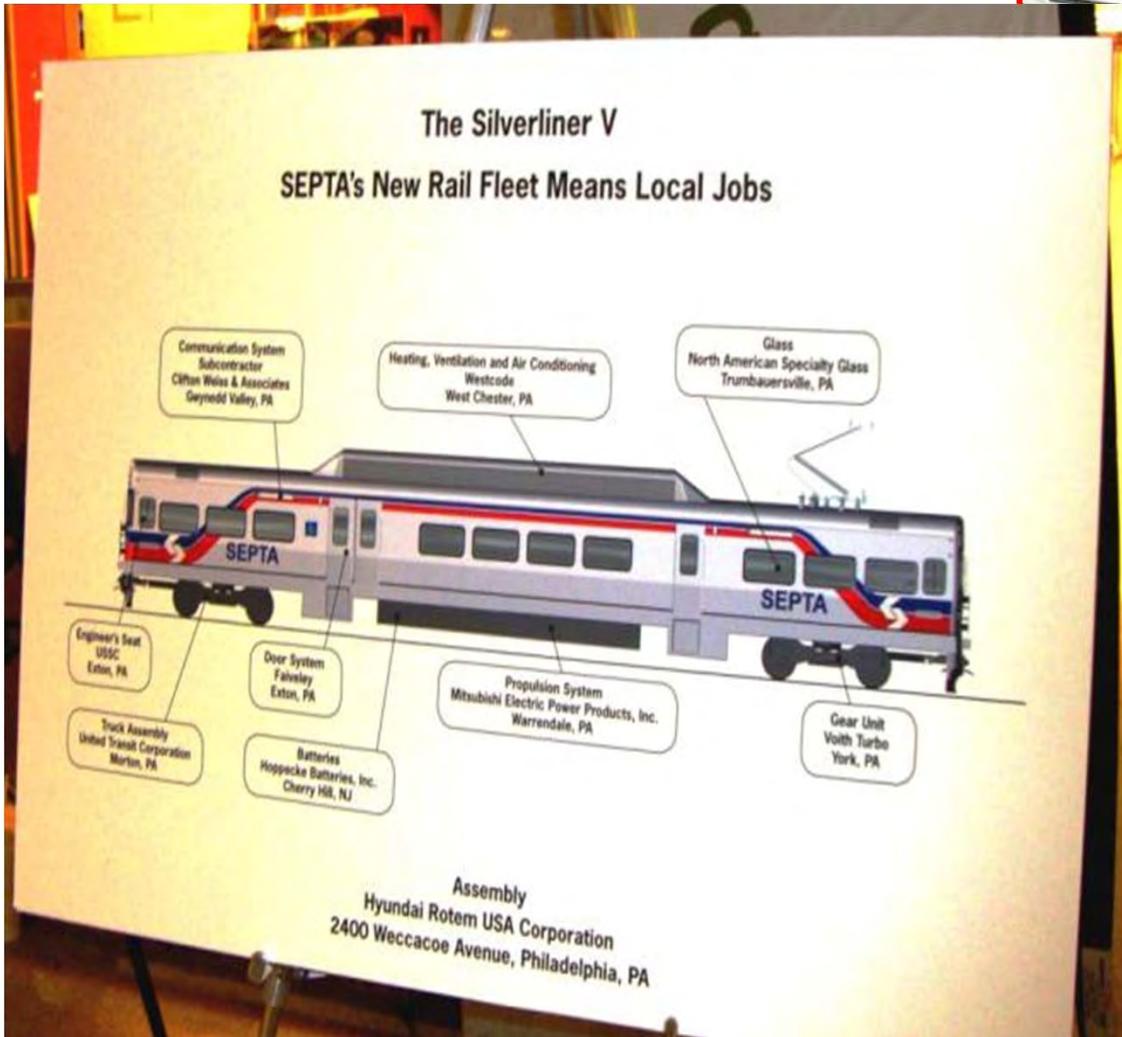
Power Supplied

- Amtrak
- SEPTA
- Non-Electrified
- - - Inactive and Non-Electrified
- SEPTA Stations
- Amtrak Station
- SEPTA / Amtrak Station
- SEPTA / Amtrak / NJ Transit Station
- ▲ Rail Storage Locations

SEPTA, Freight & Amtrak: Relationships in the Region

Overview of Operations, Ownership & Rights

Silverliner V Passenger Rail Vehicles



SEPTA, Freight & Amtrak: Relationships in the Region

Overview of Operations, Ownership & Rights

Silverliner V's – Doors and Boarding Features



SEPTA, Freight & Amtrak: Relationships in the Region

Overview of Operations, Ownership & Rights

Silverliner V's - Interiors



SEPTA, Freight & Amtrak: Relationships in the Region

Overview of Operations, Ownership & Rights

Flood Victims of Hurricane Irene, August 28th, 2011



SEPTA, Freight & Amtrak: Relationships in the Region *Overview of Operations, Ownership & Rights*

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